



## Community Coordination Team Meeting Notes

Tuesday, May 22, 2007  
UDOT Region Three Offices  
6-8 p.m.

### Attendees:

Nathan Jenkins - Macey's  
Mark Cherrington - Orchard South  
Glenn Craig - Area Resident  
Ed Gifford - Orem City Engineering  
Gary Giles - Orem City Police Department  
Diane Knight - Orchard North  
Keith LaBaron - Harmon's  
J.D. Willardson - Windsor South  
Phil Huff - UDOT Project Manager  
Jack Lyman - UDOT Resident Engineer  
Geoff Dupaix - UDOT Public Information  
Todd Andrus - Condie Construction  
Dave Martindale - Condie Construction  
Gary Nelson - Condie Construction  
Sam Bernard - Condie Construction  
Justin Smart - The Langdon Group  
Dan Adams - The Langdon Group

### Introduction - Justin Smart

- Explanation of process, the role of The Langdon Group, and Justin Smart as the public involvement consultant and how and when to use this service.
- Review of the agenda and meeting purpose.
- Group individual introductions:
  - Phil - Has been working on this project for years. Appreciates willingness of participants to be involved and to make this a smooth project.
  - Keith - Grew up in Orem. Excited to work on local/home project.
  - Gary - Represents needs of the police.
  - Nathan - Macey's representative.
  - Ed - Has been involved in the design and signal coordination and represents both public works and community services.
  - Diane - Represents area citizens in her neighborhood council.
  - J.D. - Represents condominium residents and is a local resident.
  - Sam - Condie. Works hand in hand with Justin Smart in public involvement.
  - Gary N. - Condie. Represents construction office and field.
  - Todd - Condie. First time he has had the opportunity to have a kick off meeting like this. Likes the idea of addressing needs before issues get too hot and argumentative.
  - Dave - Condie. On site superintendent. Glad to be a part of this partnering process.
  - Jack - Will represent UDOT at the construction site.
  - Geoff - The Community Coordination Team (CCT). Involvement is critical to the success of this project. The more each stakeholder participates, the more responsive the contractor may be. Encouraged participants to also make contact to

their neighbors and others that have comments and questions. Contact Geoff at any time with needs.

#### Overview of the Public Involvement Process - Justin Smart

- Binders handed out with project information; binders are a tool to bring to each meeting to receive the latest project information. It is a tool for each person to use to update constituents.
- Justin Smart should be the first call people make for needs, concerns, and issues.
- Previous work in the project area was utility work and was not done by Condie. Condie has been working on site for the last 2 weeks.
- *Ed Gifford, history: The corridor has met needs for the past 50 years. Now with the current growth and growth issues, the community has come to a critical point where there is the need to update all essential services. Plan is to meet the community's needs now for the next 50 years.*
- CCT meeting is a known time commitment and the plan is for the first meeting to last no more than 2 hours with subsequent meetings at approximately 1 hour.
- Review of roles and responsibilities of CCT members (see notebook, page 2).
- Additions to roles and responsibilities:
  - Call before a meeting to add an agenda item of importance to you or your organization.

#### Condie Construction Overview - Todd Andrus

Sam:

- Project is broken into management sections.
  - See notebook Schedule and Impacts
- Roto-milled asphalt last week.
- Project appears to be on schedule.
- Meet with UDOT every Thursday to review project and schedule.
- Have a very short season in which to work irrigation and other needs. Will be bringing in extra crews to work quickly.
- Delays or road closures will be sent from Condie to Justin Smart to then update the community.
- Have had several small instances within neighborhoods. Justin and Sam have gone and met with stakeholders to meet their needs.
- What are the working hours of operation? Will be regular 7:30 a.m. to 6:00 p.m. unless there are special needs. Some Saturday work but not during Brigham Young University football games. City council wants to be flexible. Construction can go from 7:00 a.m. to 10:30 p.m., by ordinance. It is important that public safety and the city are forewarned of special needs. The city is not totally opposed to night work because it can shorten the project, help with traffic, etc.
- 24 hour construction becomes very expensive for UDOT and local projects such as this have more human impact vs. freeway projects.
- Condie is trying to get the noise walls up as one of the first project goals. Goal is to have them in by the end of July. This will be helpful for the north side of the project.
- Some people love the construction crew doing their work because they know what the finished product improvements can be. Some will just be upset no matter what.
- Current work items are:
  - Moved traffic to the south side for more room.
  - Have to demo and manage the moving of many utilities.
  - West of the bank is a large hole that is tied to gas company work.
  - It takes time for the water lines and storm drains to be put in.
  - There are three sewer crossings in the first phase.

- A new 24-inch water line running the length of first phase.
- Project schedule is not set in stone. There can be unforeseen needs that arise, (example of delays in power poles being delivered, etc.), that may require temporarily moving to another portion of the project.
- There are three levels or “lifts” of asphalt in this project (9 inches).
- There will be some medians and landscaping.
- Estimated date for completion of the north side of the road is mid-October.
- Landscaping will be an ongoing process (throughout the project, not just at the end).
- Landscaping includes the runoff retention ponds.
- Traffic control:
  - Contract requires that two lanes of traffic be maintained in both directions.
    - Currently other utility work has had the route to one lane in each direction; once this is done in approximately one month, then there should be two lanes opened both ways.
  - *Glenn Craig. Currently has to drive a long distance if trying to travel south from home. If he gets off the freeway, he cannot get off at 1600 North. Has to take a circuitous route to get home from freeway. Some businesses have been closed off and it is difficult to get to the businesses. Suggests that as long as four lanes are available, leave opportunity for people to be able to turn. The challenge of driving is extremely frustrating on top of the inconvenience of all of the other construction impacts.*
  - *Gary Giles. There were 8 traffic accidents last Saturday. Have noticed that as they do traffic stops, people are frustrated that they are being stopped when others are making the same driving moves. Could we widen lanes for people to turn?*
    - *UDOT specified in their specs that there had to be two lanes maintained.*
    - *Safety, access, mobility, etc. have been identified as key needs. Each one has an impact on the other.*
    - *There have been modifications to the traffic flow plan.*
  - *Ed Gifford. City knows that there will be restrictions to traffic flow. Looking at an option called “split phasing”. During the non-peak periods, people wonder why they can’t make a left turn. They should be able to during non-peak periods.*
  - *Jack Lyman. Part of the purpose of these CCT meetings is to identify the issues so that there is a chance to address the concern.*
  - *Glenn Craig. Need to continually look for options to help residents. Have understanding of the challenges of the contractor to work with the public.*
  - *Gary Giles. People get so frustrated because it appears that you will not be able to turn left at any point in the project area. People eventually turn left when they see an opening.*
  - *Keith LaBaron. Harmon’s has not been as impacted as Macey’s. Make sure the barricades also meet the needs of people walking, biking, etc. Pedestrian safety. Would like to maintain side and rear access. Size of the lanes is also a challenge for boats and campers that will increasingly use the corridor as summer approaches. Answer: Jack Lyman. UDOT is aware of this challenge and is trying to address this need. One idea is a message board at the freeway redirecting traffic to Center Street in Orem. Condie has some big signs that are being created at this time that will help direct traffic. UDOT hesitates to direct traffic to another designated route.*
  - *Nathan Jenkins. Conditions have improved lately. It is difficult for customers having to pass the business to then turn left and back track back to Macy’s.*
- Public Involvement Tools.

- Have a survey that is being used to identify how the public prefers to be communicated to. Electronic road signs and email are the current preferred methods. The biggest concerns have been mobility and access.
- Have a project website and encourage people to distribute the website address.
- 300 people are directly emailed weekly with updates.
- Quarterly newsletters will be distributed. CCT members distributing these newsletters also help.
- 24-hour phone and email access to Justin Smart is also available.

#### Public Involvement Incentive - Justin Smart

- \$100,000 incentive for the contractor to earn based on public involvement service.
- The CCT will make the decision on the distribution of the incentive to Condie. The vote on distribution of the first installment will not take place until November 2007.
- Condie is willing to spend the money up front to meet the Public Involvement need with hope to receive the incentive later in the project.
- Part of Sam's role is to help Condie meet the Public Involvement need in order to earn the incentive.
- *Justin Smart reviewed the incentive portion of the contract with the group and how the process will work. See notebook under tab Incentive.*
- Review of items 1 through 7.
- Justin will maintain a public involvement database that will be used to generate public involvement reports that will be reported back to the CCT.
- Definition of Success (as identified by the CCT):  
*To be used by the CCT to evaluate the work of Condie in Public Involvement.*
  - Provide information to Justin Smart (Langdon Group).
  - Timeliness.
  - Access (including business).
  - Business Impacts.
  - Restoration.
  - Safety.
  - Schedule.

#### Ranked in Order of Importance

- #1. Safety. *Definition of safety can be a matter of opinion. If an issue does come up, it should be presented to CCT, UDOT, and the contractor before judgment of contractor takes place. Watch for children and see what can be done to prevent children from going to site. Have standards for how performance is to be evaluated. If attempts have been made to mitigate hazards, Condie should not be held accountable for people doing the wrong thing. Maintaining reflective markers after construction.*

*Remember that Condie is not the only construction company working at the site. If an issue comes up, make sure that it is Condie or some other company that has an infringement.*

*There will be changing situations throughout the project.*

*Safety can also include the safety of the contractor during the project.*

#### Action Items/Meeting Wrap-up - Justin Smart

- Group agreed to evaluate the incentive criteria independently. Each individual will rank the criteria in order of importance and provide comments per criteria as seen fit. This information is to be emailed to Justin Smart by June 5, 2007.

- Request by Condie to review the criteria and provide comments and input to help the CCT to understand their understanding of each criteria. Condie will do the same process as the CCT members, again reporting to Justin by email by June 5.
- Group recommended Tuesday nights as the best time to meet. Group will meet on the third Tuesday of each month with the next meeting being June 19<sup>th</sup>, 2007 at 6:00 p.m.